

SAN FRANCISCO
CHARTED VFR FLYWAY PLANNING CHART

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

LEGEND

Paved Runways AIRPORTS Unpaved Runways
NAME (NAM) NAME (NAM) NAME (NAM)

VOR VORTAC VOR-DME
DLG 138.8 PPS 121.8 KIP 110.7
NDB DCW 262 NDB-DME RMW 320

AIRSPACE INFORMATION

CLASS B AIRSPACE CLASS B SURFACE AREA

EXAMPLES OF CLASS B AIRSPACE ALTITUDES

70 CEILING IN HUNDREDS OF FEET MSL
30 FLOOR IN HUNDREDS OF FEET MSL
MODE C (SEE F.A.R. 91.215/AIM.)

CLASS C AIRSPACE CLASS C SURFACE AREA
MODE C (SEE F.A.R. 91.215/AIM.)

Class D airspace
Class E (fsc) Airspace
Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)

SPECIAL USE AIRSPACE
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
Alert Area and Military Operations Area (MOA)

SUGGESTED VFR FLYWAY AND ALTITUDE
2600 6700

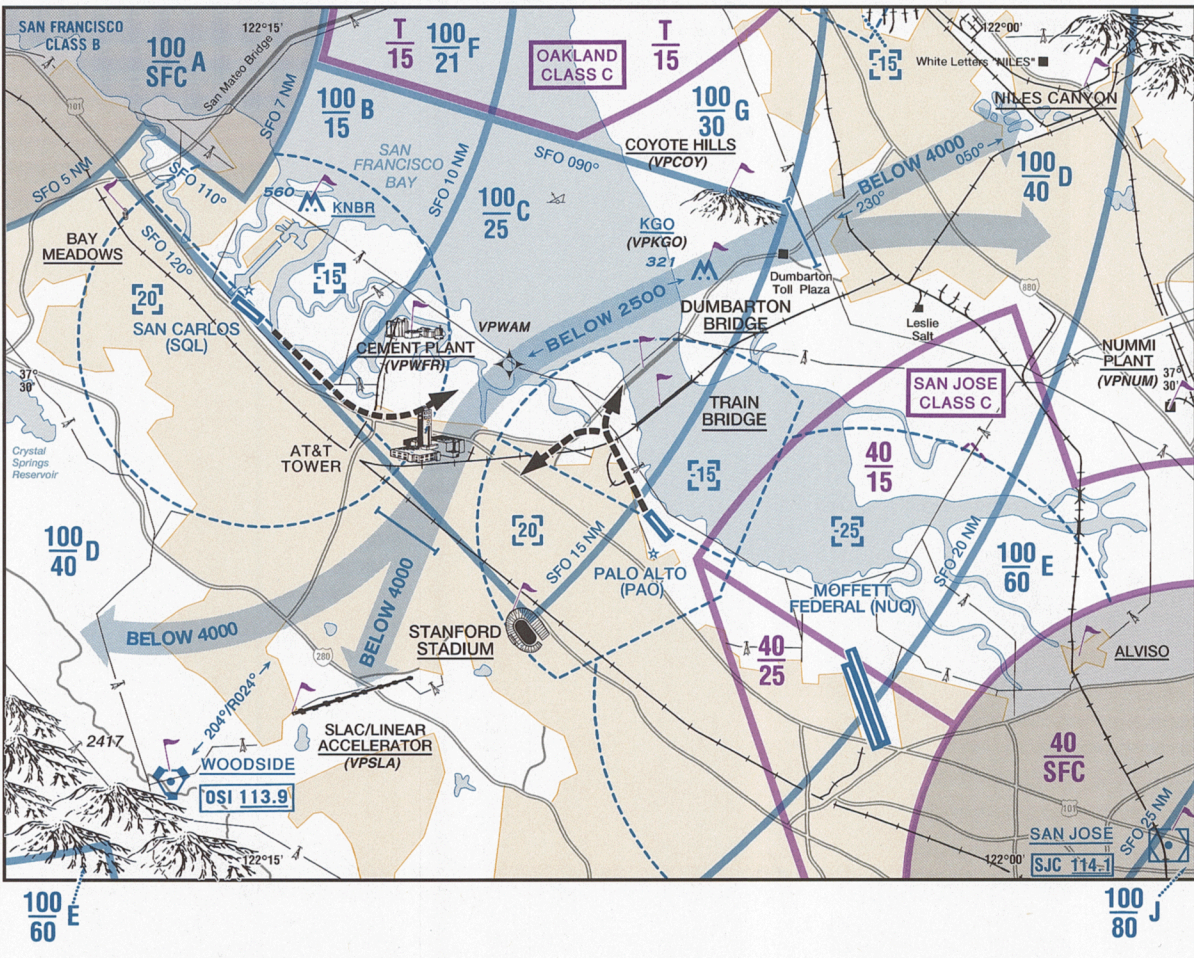
IFR DEPARTURE ROUTES

IFR ARRIVAL ROUTES

OBSTRUCTIONS (Selected) NAVIGATION REFERENCE POINT MOUNTAIN TOP OR PEAK AND SPOT ELEVATION
2049 N39° 56.32' W120° 36.91' 12256

CAUTION - TYPICAL VFR AIRPORT DEPARTURE ROUTE

INSET SCALE 1:150,000



THIS CHART ILLUSTRATES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE SAN FRANCISCO AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B/CLASS C AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B/CLASS C AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE SAN FRANCISCO AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

SAN FRANCISCO CLASS B AIRSPACE
OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:
1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at the San Francisco International Airport unless the pilot in command holds at least a private pilot certificate.
3. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
(a) The pilot in command holds at least a private pilot certificate or:
(b) The aircraft is operated by a student pilot who has met the requirements of FAR 91.95.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
5. An operable VOR or TACAN receiver for IFR operations.
6. A transponder with automatic altitude reporting equipment.
NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.
FLIGHT PROCEDURES
IFR FLIGHTS - Aircraft operating within the San Francisco Class B Airspace must be operated in accordance with ATC clearances and instructions.
VFR FLIGHTS -
1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.
ATC PROCEDURES
All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.
NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.
Example: GOLDEN GATE FIELDS
The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

